

# 2022 Candidate Questionnaires

## Nebraska State Senators

**Candidate Name: George Dungan**

**District 26**

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### **Question 1:**

Nebraska's state highways function as local streets within municipal boundaries while remaining under the purview of the Nebraska Department of Transportation.

What safety concerns are you seeing on these streets in your district's communities? (Are these streets safe for all ages and abilities to cross?) What should the state be doing to make these state highway segments within local areas safer?

### **Candidate Response:**

*It is clear that the state highway system is not currently created, supervised, or maintained in such a way that makes them friendly to bicycles or pedestrians. While my community of Lincoln has done a good job of establishing trails and at least some protected bike lanes, it is clear that there needs to be more priority placed on planning roads and highways to be safe and secure for those using alternative forms of transportation. Given that the state highway segments within local areas act as main thoroughfares for many communities, the state should be doing everything they can to widen paved shoulders, keep the roads maintained in a safe manner, and be sure to equitably enforce law, like the Three Foot Passing Law, so that cyclists are taken into consideration and protected as they ride the roads.*

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## **Question 2:**

Too many Nebraska children have died or been seriously injured in crashes involving people running red lights or speeding. Automated enforcement measures such as red light or speed detection cameras placed at intersections with demonstrated safety concerns could reduce law enforcement burden and eliminate potential biases.

Would you support a change in state law to allow automated enforcement in Nebraska? If so, under what conditions?

## **Candidate Response:**

*As an avid cyclist and trail user myself, I have seen the serious emotional toll that an accident involving a cyclist takes on the community as a whole and I have personally experienced some close calls with vehicles that are not following the rules of the road. I currently serve on the Pedestrian Bicycle Advisory Committee here in Lincoln, and we often focus our conversations on what can be done to better enforce traffic laws to ensure cyclist safety. I believe that automated enforcement measures are a part of the equation to solve this problem. My understanding is that in communities where they have been implemented, they have resulted in significant reductions in traffic violations and ensure enforcement across the board. While I do think it's important to balance civil liberties with enforcement, I believe that if cameras and speed detection are properly regulated then privacy concerns can be properly addressed while still keeping the roads safer.*

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### **Question 3:**

Workforce issues in Nebraska have been described as "the most pressing economic issue in the state" and "very quiet and...happening at record speed."

Knowing that young professionals increasingly prefer walking, biking and taking transit over driving, what should the state be doing to invest in or encourage active transportation options that will help stem the tide?

### **Candidate Response:**

*Investing in bike trail systems across the state, and emboldening local communities to do the same, is an absolutely vital component in preventing people from moving out of our state and also makes our state more attractive to those looking to move here.*

*I have participated in the Tour De Nebraska for many years, and have had a chance to see the disparity in access to trail systems and bike-friendly roads throughout different parts of our state.*

*The recent support for the completion of the MoPac trail between Lincoln and Omaha is a great start, but we should continue to invest time and resources into other projects, such as expansion of the Cowboy Trail, if we're going to keep up with the trail access that is available on a statewide level in other states across the country. Not only does this help accommodate residents who choose alternative transit in Nebraska, but it increases our tourism revenue as a state by putting us on the map as a cyclist touring destination.*